are advertising for land on which to erect baths and wash-houses under the powers of the late Act.——The Admiralty have granted 4,000*l.* for the erection of a church at Morice Town, Devonport, the site of the new steam arsenal. ——The sum of 11,500*l.* has been certified to the Bristol magistracy to be requisite for the purposes of the Act for pitching, paving, and lighting the city for the ensuing year.——The foundation-stone of the new grand race-stand at Manchester was laid on Saturday week.—— On Monday before last a portion of an extensive cotton mill at Ancoats, Manchester, fell in, destroying life in one case, and injuring it in two others, besides smashing some valuable machinery. The precise cause of the disaster is not ascertained; but it is said to have most probably arisen from the giving way of one of the large iron beams, which were in some parts more than 2 feet thick, and about 33 feet 6 inches long (the dimensions of the room being 40 feet by 32 feet), and weighed 66½ cwt. The damage is estimated at 1,200*l.*, and 200 hands will lose employment for weeks to come. ——Tenders have been made and contracts are about to be entered into for the building of a church and parsonage-house at Oxton, in the parish of Woodchurch, Liverpool, at a cost of about 3,000*l.*, including land. The rector of the parish has subscribed no less than 1,000*l.* towards the erection, and appropriated the Easter dues towards the permanent endowment; and public subscriptions have been set afloat for the remainder of the requisite means. ——The Newcastle town-council are about to erect baths and wash-houses for the poor at the Garth Heads, "a determination highly creditable" to them. It has been determined by the same council to proceed forthwith to erect their new gas works unless the present company come to an agreement in the interim as to the disposal of their works to the corporation, who appear to be still willing to give them a profit of 50 per cent. on their original capital, although the new works (planned and estimated by Mr. Emmett, of Oldham, for a premium of fifty guineas) can be erected for little more than half the sum offered to the company, namely, 90,500*l.* The directors, however, were not satisfied with the paltry profit of 50 per cent. on their "golden egg" producer, but at last agreed to recommend the shareholders to accept of 103,500*l.* for the works! Mr. Hodgson, who moved the resolution to build, observed that "it had been repeated over and over again, by Mr. Keenlyside, that the company was founded on public principle. But if so, he thought they might be content with a profit of 50 per cent., and with something less than an annual profit of 10 per cent. if they were so very patriotic." "As to the quality of the gas," observed another councillor, "Mr. K. should have said nothing, for all the town was complaining of it." The main object of the corporation in offering such terms as those specified, has been to avoid competition.——In the vicinity of Newcastle there is a peculiar sort of black clay, said to be invaluable for lining blast furnaces, as it stands an intense heat without fusing.——A church bridge is to be thrown across the South Tyne, in the parish of Kirkhaugh. The Greenwich Hospital commissioners have subscribed 25*l.*, and the Bishop of Durham 20*l.*, towards the structure.——A rumour that the dome of St. George's Church, at Edinburgh (a sort of miniature of St. Paul's, though itself a large edifice), was in an insufficient state, has led to an examination of it by Mr. Reid, the architect, and a complete contradiction to the rumour.——Government is said to have given orders for the construction of a new model prison near Dublin, with cells for 500 prisoners, on the plan of the pentagonal prison at Pentonville.——A total amount of 1,145,800*l.* has been advanced in loans, on the security of the Irish poor-rates, for the erection of workhouses in Ireland. Of this sum, 1,062,312*l.* remained unpaid on 5th January, 1847.——The Church Building Society, on Monday week, made grants for erecting or enlarging churches in eleven parishes.

No Poor-rates on Public Parks.—It was recently decided at Manchester that, on the ground of want of occupancy, beneficial or otherwise, Phillips' Park is not liable to poor-rates, although the lodges, refreshment houses, &c., are.

RAILWAY JOTTINGS.

Compensation to the amount of 525*l.* for the loss of a wife by railway accident, was lately given at law against the Great North of England Company, who, as was contended, were responsible as common carriers for the safe delivery of whatever property was entrusted to them. Although a wife be thus classed with property, and held to belong to her husband, it must still remain a curious question for the lawyers whether compensation ought to be granted on the like ground for the loss of a husband, who can scarcely be held to be property belonging to the wife, if the wife, on the contrary, be property belonging to the husband. We suspect, however, that the argument savours more of the apt ingenuity of the barrister than the grave ratiocination of the judge. In France, it is not uncommon for surviving relatives to claim damages in such cases; but this is amongst the first of claims ever made in our own country for "compensation for death by accident," as it has been rather unsatisfactorily termed. It is certainly a vast improvement on the old system of deodands, however, as a contemporary remarks. Indeed, not only have the real sufferers—that is, the surviving relatives of the real sufferers—had no amends afforded them by deodands, but the idea is radically defective otherwise, inasmuch as it inculcates a doctrine not one whit more rational than that on which the canine race may be supposed to act in unfriendly snapping at the mere insensate instrument by means of which many an unmerited injury has been inflicted on their faithful hides.——It is calculated that the railway "calls" for March will amount to upwards of 3,000,000*l.*; but if the Chancellor of the Exchequer, as is said, lately had the offer of loans that would have paid the half of the national debt, there must be plenty of money in the country, at least, if not in the hands of railway shareholders in particular, to meet immensely heavier demands on the purse of the moneyed interest than that of merely a few millions.—— Railway bars, to the extent of 1,500 tons a week, it is said, can be turned out by the new rail mill at Cyfarthfa, with ends sawed off and altogether finished for use.—— The Great Western Station at Cheltenham, is rapidly progressing towards its expected completion in May next.——We learn with pleasure, says the *Railway Chronicle*, that the committee of the Suburban Villages Association, of which Lord Morpeth is the chairman, have arranged with the Eastern Counties for the conveyance of not less than five hundred passengers each day [whether at reduced fares or altogether free to the passengers themselves, is not stated] from and to a village that it is intended to erect on the London side of the Lea-bridge station, just five miles and a half from the Bishopsgate station. A plot of land of about one hundred acres in extent, the property of Lord Mornington, has been selected as the site of the village. Building operations will be shortly commenced upon the plan of Mr. Moffatt, the architect of the association. Such a mode of sending London out of town, even from amongst the lower strata of its almost national population, is a worthy one indeed, that merits an effective promotion, a successful issue, and an extensive imitation. —— The Halifax contract, on the West Riding Union Line, has been let to Messrs. Miller and Blackie, to be completed in two years and a half; the Cleckheaton contract to Mr. M'Cormack, to be completed in twelve months; and the Bradford contract also to Mr. M'Cormack.——The Long Preston contract, on the North Western, has been let to Mr. George Thompson. The other contracts on the line will be also shortly let.——The first stone of the great central station at the Carlisle terminus of the Lancaster and Carlisle line, was laid on Monday week before last.——The scrutineers appointed to examine the state of the votes on the question of the Sabbath trains on the Edinburgh and Glasgow railway, have reported that there was a total majority of 152 against Sunday trains. It also appeared that there had been addressed to the directors 1,573 memorials against the running of trains on Sunday, and eighteen in favour of the practice.——A letter from Orleans states that it is now ascertained beyond doubt that a portion of the ground, under and in the neighbourhood of the French central railway, is undermined by natural tunnels. The first suspicion of the existence of these subterraneous passages was created towards the end of last year, when nearly 1,600 metres of earth on the railway works were swallowed up by the opening of a chasm.

ELECTRO-TELEGRAPHIC PROGRESS.

The Admiralty, says the *Globe*, have at length directed the extension of the South-Western subterranean telegraph to the Admiralty at Whitehall. It will branch off in the Strand, near the company's present office.——At a late meeting of the Commissioners of Sewers, the secretary of the Electro-Telegraphic Company applied for permission to lay down the wires of communication through the city from the various electric telegraphs, to be united in one centre at Lothbury. The secretary said that the company intended to bring the telegraph into the city by way of London-bridge, King William-street, and Princes-street, into Lothbury, where the terminus of the company would be, and from thence along Moorgate-street into Finsbury. The object of the company was to bring the electric line of the South-Western and Dover railways by the above line into the city; and from the terminus at Lothbury to unite them with the Eastern Counties, the London and Birmingham, and the Great Western lines, so as to form one general communication with the different railways throughout the kingdom. The company proposed to lay down the pipes alongside of the kerb, and in a line with the gas pipes, so as to prevent any nuisance or stoppage arising to the traffic, or annoyance to the foot passengers. The question that the company be empowered to lay down the wires of the electric telegraph was unanimously carried in the affirmative. Thus shortly isolation of locality will for ever cease, and the metropolis will more and more emphatically become the great brain of the empire, with which all the chief centres of population and trade, at least, if not every minor centre too, will be placed in instantaneous communion; and then, indeed, shall a revolution such as never heretofore entered into the heart of man to conceive, be in course of almost miraculous establishment.

ALL SAINTS, HUTTON, ESSEX.

The village of Hutton is situated about three miles from Brentwood, on the right-hand side of the road to Billericay. The church is close to the high road, at a little distance from the village.

It is picturesque, while plain and unpretending; and though small, contains all the essential features of a church. It consists of nave and aisles, chancel, north porch, a modern vestry, with a large chimney on the north side of the chancel, and a wooden tower with low shingle spire (retaining the cross and the cock) on the west end of the nave.

Exterior.—The west window is perpendicular, of three lights, with tracery, and without dripstone. On the south side of the nave are two two-light late decorated windows, under square heads, with dripstones resting on notch heads, each light being pierced on each side. The jambs and mullions are simply chamfered. At the south-east is a plain modern dormer window. The windows on the north side correspond exactly in size, character, and position, with those on the south. At the north and south-west and south east corners of the aisles, and between the windows on the south side, are heavy buttresses, all slope, that is, the slope is carried down to the ground to the distance of some few feet, so as nearly to form an equilateral triangle. Those at the corners are placed diagonally. At the north-east corner is a buttress of three stages.

The porch is a fine, open, timber one, with a foliated barge-board. Each side is divided into four bays; each bay is trefoliated, and has on each side a kind of trefoil, the effect being decidedly decorated. The roof is of good pitch, consisting simply of rafters; only two of them have collars; these are placed at a slight distance below the ridge piece. The north door is late pointed perpendicular, with dripstone. At the east end of the north aisle, is a single trefoiled-light window, but it is covered in by the vestry.

The chancel has but the east window now

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